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CLAIMS

1. A method for adjusting automatic transmission ratios by the driver, characterized in that the change of ratio requested by the driver is imposed on the transmission if first conditions are satisfied, and in that the ratio is maintained until second conditions for returning to automatic mode are satisfied, and in that the automatic mode is automatically restored when the second conditions are satisfied.
2. The adjustment method as claimed in claim 1, characterized in that the driver has the facility to request an up-shift or a down-shift by the use of separate action means.
3. The adjustment method as claimed in claim 1 or 2, characterized in that the conditions for imposing an up-shift on the transmission when requested by the driver include:
  - primary speed > threshold, and
  - lever position = Drive, and
  - kick down = 0, and
  - required ratio < maximum ratio allowed by the transmission.
4. The adjustment method as claimed in claim 1, 2 or 3, characterized in that the conditions for imposing a down-shift on the transmission when requested by the driver include:
  - primary speed < threshold, and
  - lever position = Drive, and
  - kick down = 0, and
  - required ratio > minimum ratio allowed by the transmission.

5. The adjustment method as claimed in claim 3, characterized in that the automatic mode is restored following an imposed up-shift when:
- a down-shift request is made by the driver, or
  - 5 - primary speed < threshold, or
  - engine speed > threshold, or
  - lever position  $\neq$  Drive, or
  - kick down = 1, or
  - timer timed out, or
  - 10 - ratio required by transmission = adjusted ratio.
6. The adjustment method as claimed in claim 4, characterized in that the automatic mode is restored following an imposed down-shift when:
- 15 - an up-shift request is made by the driver, or
  - primary speed < threshold, or
  - engine speed > threshold, or
  - lever position  $\neq$  Drive, or
  - kick down = 1, or
  - 20 - timer timed out, or
  - ratio required by transmission = adjusted ratio.
7. The adjustment method as claimed in one of the preceding claims, characterized in that the
- 25 information taken into account to perform an adjustment includes:
- the ratio required by the transmission, and
  - the up- and down-shift requests by the driver,
  - the engine load, and
  - 30 - the primary speed, and
  - the engine speed, and
  - the kick down information, and
  - the gearshift lever position information.
- 35 8. The adjustment method as claimed in one of the preceding claims, characterized in that the adjustments take priority over complementary functions such as ratio blocking on lifting the foot, or down-shifting on braking.

5 9. An adjustment device for implementing a method as  
claimed in one of claims 2 to 8, characterized in  
that the action means are arms disposed near to  
the steering wheel.

10 10. The adjustment device for implementing a method as  
claimed in one of claims 2 to 8, characterized in  
that the action means are arms disposed on the  
steering wheel.